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- A. ESTABLISH DIVE ANGLE AT MILITARY POWER NON-AFTERBURNING TO GET 1.05 MACH NUMBER STARTING AT 34,000 FEET, M EQUAL .85.

  GROSS WEIGHT 60,000 POUNDS, CG 23 PERCENT, DIVE TO 25,000 FEET

  NOT EXCEEDING 10 DEGREE DIVE ANGLE. TIME RATE OF DESCENT.
- B. MEASURE AIRCRAFT CONTROL CHARACTERISTICS BY PUSHING ELEVATOR CONTROL FORWARD AND NOTING PITCH DOWN RATE AT VARIOUS SPEEDS. THESE START AT 290 KNOTS EAS 30,000 FEET AND WORK DOWN INCREMENTALLY THROUGH 250, 225, 200, 180, 160, 150, 140, 135, 130, 125. THIS TEST IS INTENDED TO PROVIDE DATA ON ABILITY OF THE PILOT TO INCREASE AIRSPEED BY NORMAL CONTROLS FROM ANGLES OF ATTACK UP TO 15 DEGREES. IT IS NOT INTENDED TO CARRY THIS TEST DOWN TO 120 KTS EAS AS IN CASE OF NUMBER 123.

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PAGE TWO

- C. TESTS WOULD BE CHASED BY F-104 AT HIGH SPEEDS AND T-33 WITH CAMERA MAN FOR SLOW TESTS.
- D. AN ADDITIONAL TEST MIGHT BE RUN MAKING A TURN AS DESCRIBED BY DRIVER HOLDING ALTITUDE USING HIS POWER SETTINGS AND NOTING AIRSPEED DECREASE IF ANY.
  - E. ALL TESTS WILL BE CONDUCTED IN THE IMMEDIATE VICINITY

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END OF MESSAGE

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